Turbine Topics

Vol. 2 No. 3 Issued For and By the Employees of S. Morgan Smith Co. June, 1944

SS UNITED VICTORY, first of nation's fleet of Victory ships to be launched, shown on shakedown cruise.

S.M.S. Victory Ship Equipment

SEE PAGE 2 FOR FEATURE ARTICLE

S. M. S. Victory Ship Equipment

When D-Day arrived the employees of the S. Morgan Smith Company, like war plant workers all over the nation, wondered if any of the fighting equipment they had produced would be a vital cog in the invasion machine as it swept successfully into the Continent. The list of war material which our workers manufacture is long, and dominantly comprised of restricted and confidential contracts. Nevertheless, there are a few of our contributions to the war effort which may be publicized; one of these is the building of eight units of the speed-reducing gear housings and covers for the powerful and swift-moving Victory Model Cargo ships.

We began producing these units on September 17, 1943, for the Merchant Marine Plant at Lester, Pennsylvania, which is operated by the Westinghouse Electric and Manufacturing Company for the Maritime Commission. The units were shipped on April 7 of this year. Westinghouse began building their Lester plant for the Commission in August, 1941, in order to provide urgently needed turbine propulsion machinery for the nation's stupendous merchant shipbuilding program. Ellis L. Spray, manager of the plant, has revealed that by November, 1943, the plant had hoped to be turning out units at the rate of approximately 55,000 horsepower per month. Actually, in October of 1943 they had built and delivered more than 85,000 horsepower—57 per cent more than had been promised!

During the year ending November 1, 1943, the Lester plant had delivered propulsion machinery for nearly 1,000,000 tons of ocean shipping—" enough to land and continuously supply two divisions of modern fighting men! " In terms of ship tonnage this represents an output nearly two and one-half times as large as the plant's original promise to the Maritime Commission for performance to this date. According to a release in the November 1, 1943, issue of the "Philadelphia Record," "Current production is at a rate of more than 1,000,000 horsepower a year!"

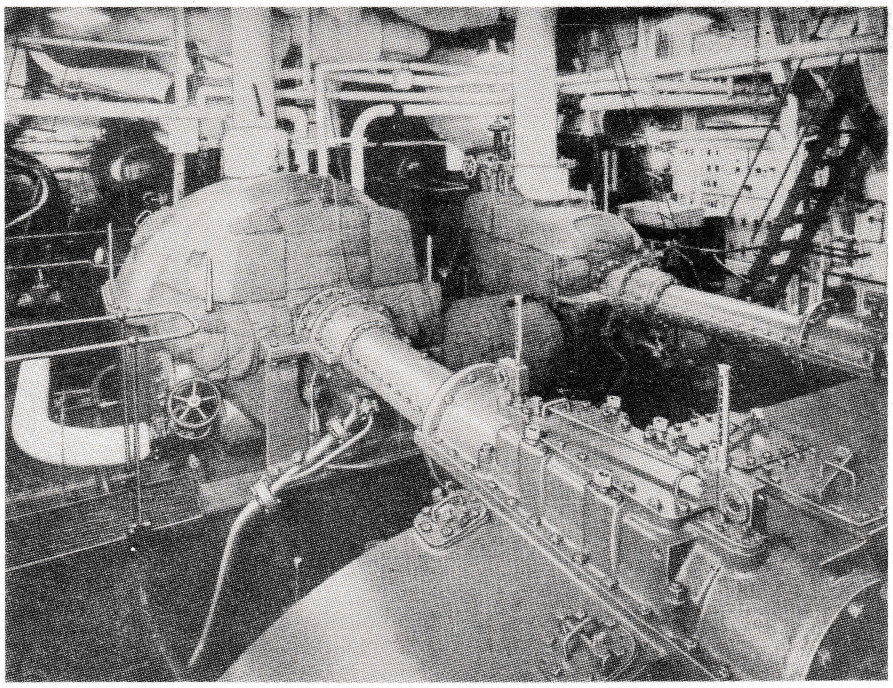
It makes us proud to know that we have had a part in maintaining this amazing record.

Upon receipt of the necessary drawings and material which were furnished by the maritime plant, we initiated our planning for these gear housings. Caution had to be exercised in this work since each division was a separate sub-assembly, and the internal bracing in each of these sub-assemblies consisted of numerous plates and bars.

After the layout and gas cutting of the various pieces, the assemblers were ready to do their work. The base which was composed of six two-inch plates and two heavy fabricated bearing shells was assembled, and welded as a complete unit. After the completion of the welding, this base was straightened so that there would be a good working surface. It would have been almost impossible to straighten it after the upper wall plates were fastened into place.

When this operation was finished the base was checked and placed on our assembly lines. The workers then proceeded to fit together the inside wall plates, the various sub-assembled intermediate compartments, the bearing shells for the upper bearings and bracing for welding and stress relieving.

Again the piece was checked and any errors corrected. The wall plates were welded to the base, and then the piece was moved to our large



Engine room of SS UNITED VICTORY. Low and high pressure Westinghouse turbines are shown in center, boilers in background, and reduction gear casing in foreground. On right switchboard is visible. The sack-type lagging on the turbines is permanent.

positioning machine. There we could make all the welds in a downward position. With all of the internal welding completed, the last lap of the unit's fabrication was in sight. The outside wall plates were assembled while the structure was on the positioning machine, and the welding of this portion was begun.

The tolerances on these units were close, and since there were so many welds that would cause an accumulation of shrinks, constant, exacting checking was required throughout the assembling. When the piece was taken off the positioning machine, the welds were rechecked and any errors corrected. Then it was moved to our checking table and lines scribed on it in preparation for the inspector.

The over-all dimensions were 17′-0″ long, 13′-3″ wide by 8′-10″ high, and the weight of the housing and cover was 48,600 pounds.

The pieces were cleaned, tested and machined by Westinghouse, and then were incorporated into a complete propulsion unit, made up of a high and low pressure steam turbine, and a set of huge speed-reducing gears to transmit the power generated by the turbines to the ship's slow-turning propeller. Mr. Spray has emphasized that all production from the plant to date has consisted of *complete* propulsion units, about three times the number of units originally scheduled as "capacity."

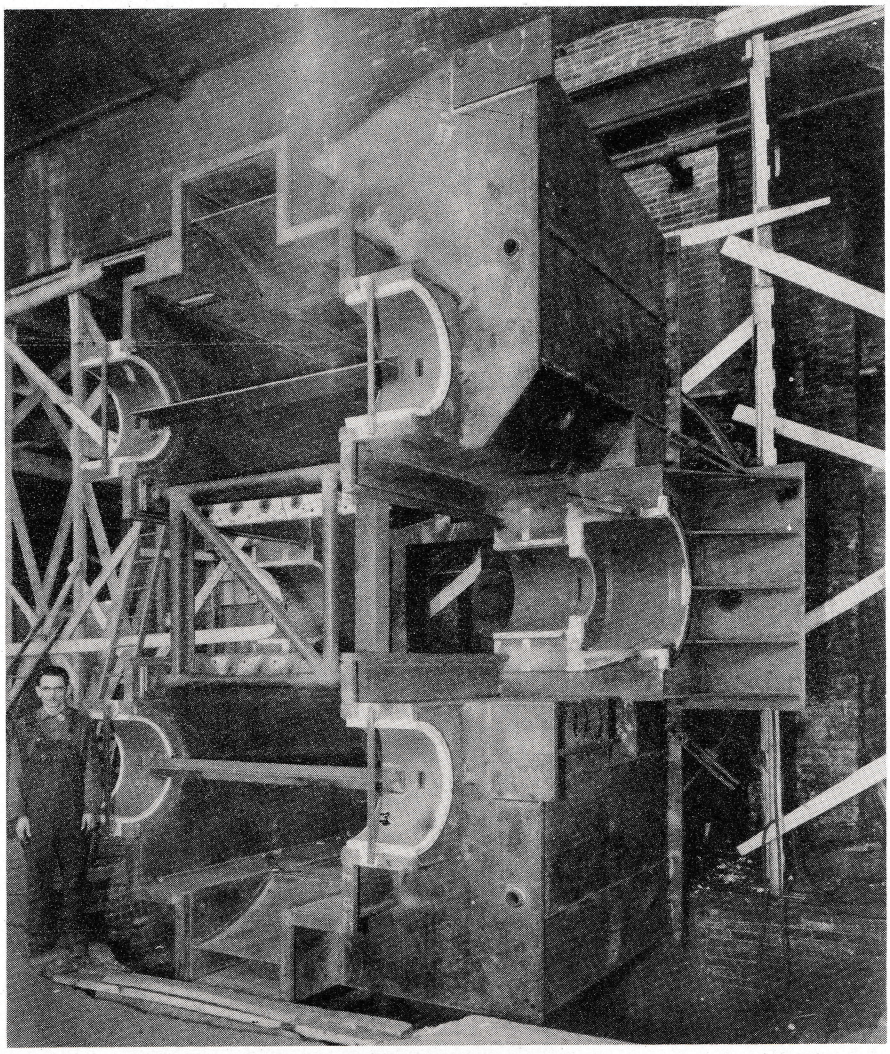
One factor which aided the Lester plant in increasing its horsepower output was the change in the Maritime Commission production schedules which put greater emphasis on the building of Victory Model Cargo ships. This model is a new, fast design with powerful turbine propulsion equipment to enable it to dodge submarines and make approximately three times as many ocean crossings a year as the slow, less powerful Liberty ships.

In explanation of the differences and advantages of these two types of ships, Mr. Spray described the Liberty ships as "emergency" vessels, which are powered by 2500 horsepower reciprocating steam engines which are simple and easy to produce in quantity, and have been designed to provide the maximum number of usable bottoms in the shortest possible time. Their low power and consequent low speed are disadvantages, however, when sailing in sub-infested waters.

Each of the new, fast Victory ships, in contrast, has a modern geared turbine power plant and provides the cargo-carrying capacity of approximately three Liberty ships, even though both designs are of nearly equal size.

The Maritime plant was planning to turn out ship-propulsion horsepower exclusively for Victory vessels providing for a cargo-carrying capacity equivalent to about 78 Liberty ships a month. The same amount of horsepower produced in the form of the 2500 horsepower reciprocating engines used in the Liberty ships would power only 62 ships of this type per month.

These steam-powered "muscles" are now in mass production at the Westinghouse plant. A brief explanation of how these units power America's new sub-dodging Victory



SHOP VIEW of the completed housing on our positioning machine. The size of the piece can be comprehended by comparison with Maurice Sterner, who appears beside it.

cargo ships—Superheated steam produces the driving power by rushing through a high and low pressure steam turbine. Huge gears like the transmission in an automobile carry the power of the whirling turbine to the propeller and step down the high turbine speed to the slower speed of the propeller.

Originally the new plant was designed for large-scale, complete production of turbines and gears for C-1 and D-3 cargo ships, the basic merchant vessels designed by the Maritime Commission before the war for America's long-range merchant shipbuilding program. Turbines of Westinghouse design power 85 per cent of all C-1 vessels. When the plant "hit its stride" it was expected to produce at a rate of almost 2,000,000 horsepower of turbines and gears a year, equal to 3,060,000 tons of ships.

For Westinghouse there can be little doubt, and for us there is the hope that the equipment which we built is in these ships which are landing supplies for our boys safely on the European continent during the invasion.

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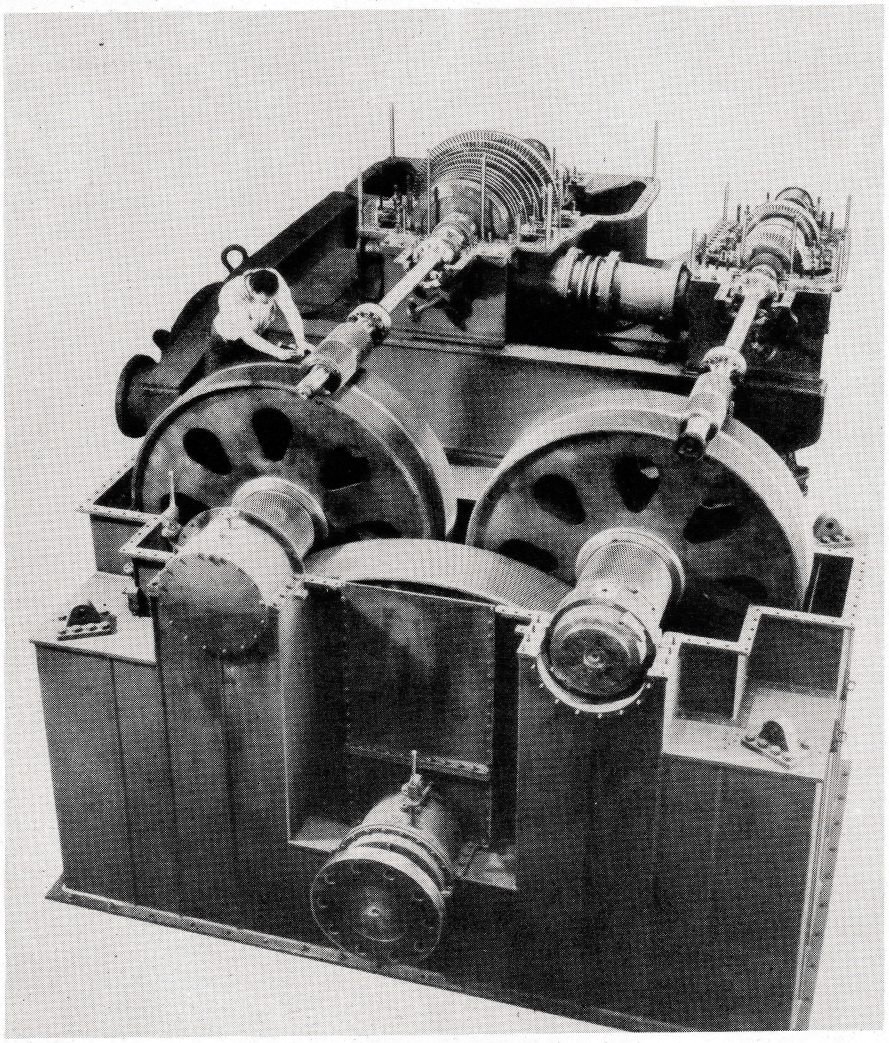


Picture furnished courtesy Westinghouse.

THIS IS THE FIRST 125-ton, 8500 horsepower propulsion unit built at the Westinghouse plant. The high and low pressure steam turbines are in the right and left rear of the picture. In the foreground are the huge gears which step down the high turbine speed to the slower speed of the propeller. The "bull" gear to which the propeller shaft is attached is in the lower front center.

The editors are indebted to Earl Jennings, General Foreman of the Plate and Weld Shops, for the technical facts presented in this article regarding the fabrication of the housing in our shop.

COVER PICTURE — The UNITED VICTORY was constructed at the Portland yard of the Oregon Shipbuilding Corp. It is powered with Westinghouse 8500 b.hp. geared turbines, and by two Combustion Engineering boilers of the two sectional header, single pass, water tube type. While breaking in the machinery, the 24.5 ft. dia. by 22.9 ft. pitch propeller is being turned at 72 r.p.m.; however, its revolutions will be increased to about 76 after the first voyage. Engineers refrain from pushing the propulsion units of a new ship no matter what the type. The high pressure turbine runs at approximately 5300 r.p.m., and the low pressure unit at 4300 r.p.m. Steam is supplied at 450 lb. per sq. in. pressure and at 750 superheat.

The general dimensions of the UNITED VICTORY—

Displacement of designed loaded draft (28 ft.)	15,000 tons
Displacement at 29 ft. draft (above Plimsol)	15,500 tons
Cargo capacity (grain)	523,740 cu. ft.
Cargo capacity (bales)	453,210 cu. ft.
Length over-all	455 ft. 3 in.
Length between perpendiculars	436 ft. 6 in.
Length on waterline	444 ft. 0 in.
Extreme breadth	62 ft. 1⅝ in.
Molded breadth	38 ft. 0 in.
Loaded draft	28 ft. 0 in.
Power	8500 s.hp.
Maximum power on trials	Better than 9300 s.hp.
Deadweight capacity	10,500 tons
Speed (censored)	Somewhere between 16 and 20 knots
Fuel consumption (per 24-hour day)	About 250 bbl.
Fuel consumption per mile	0.6 bbl.
Fuel capacity (total)	2754 tons
Fresh water capacity (including 95.7 tons potable)	295 tons

These gear housings constitute only a portion of the sub-contract work we have been producing for the Maritime Commission. Other products are Liberty ship engine columns and valve stems for the Ellicott Machine Company, steam turbine castings for the Elliott Machine Company, and gear cases, bearing pedestals, oil pans and steam turbine blade rings for Westinghouse.

* * *

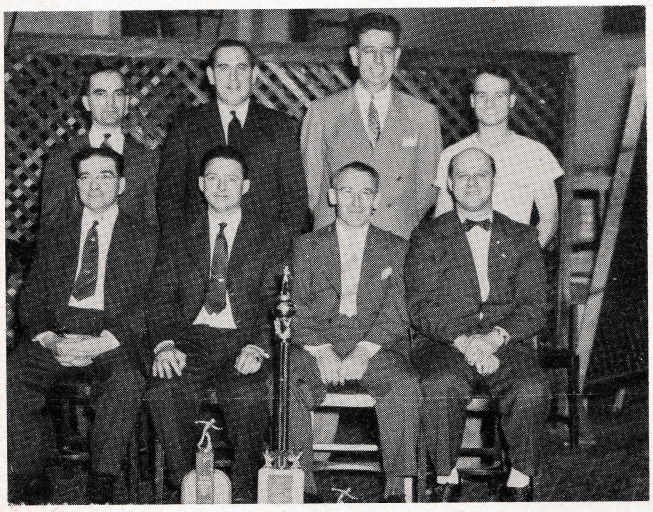
During the bowling banquet on May 13 door prizes were won by Albie Gotwalt, Clarence Martin, Jimmie Decker, William Becker, George Heiss, Charles Farscht, George Hazlehurst, Jacob Helfrich, John Hoffheins, Harry Heilman, Richard Trimmer, Earl Meisenhelter, Carl Beck, Rush Zeigler and Sherman Krall. Officers of the league during the past season were rewarded for their services with recognition gifts.

C Bowlers Champs For Second Time

For the second consecutive time Dept. C has won the winner's trophy in the bowling league. The standings for the season were revealed at the Eighth Annual Bowling Banquet on May 13. Trophies were presented by B. E. Smith, company president. During the meal entertainment was provided by the Hill Billy Five, Jennings, Wherley, Enterline, Plowman and Luckenbaugh. The following new officers were elected during the business meeting: Pres., C. Firestone; V-Pres., H. Trone; Treas., H. Lehr; Sect., E. Pierce; and Asst. Sect., D. Thompson.

ERNIE STOKES, who had the individual high average for the year.

High triple, HARRY FITZKEE. Left — high single, ALBIE GOTWALT.



THE WINNERS—back row: Jimmie Decker, Gordon Seitz, Harry Fitzkee, Leland Doll, captain; front row: Walter Sheffer, Martin Weaver, Carl Beck, Harvey Trone.

Above: CHARLIE SPENCE ends term as league president with speech, introduces guests.
Right: RALPH RAUHAUSER, captain of Main Office team, runners-up, displays trophy.

Bottoms up!

EARL JENNINGS and FRED MEISENHELTER are shown here playing genial hosts to some of our inspectors—Harry Dick, T.V.A.; Antonio Mercado, Albanico Project, Chile; N. D. Bonvino, U.S.N.R.; and John Farcht, P.O.D.

Golf Newest Athletic Association Activity

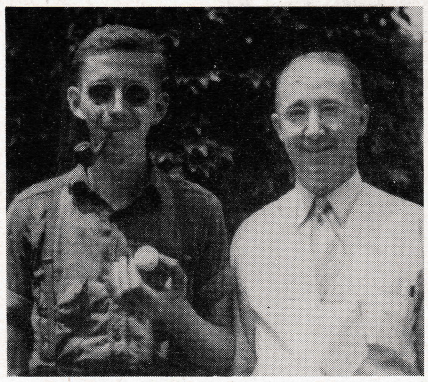
On May 24 the Athletic Association initiated a new activity—a blind handicap golf tournament. This venture was enjoyed by the association members to such an extent that a similar meet was held on June 28 at the Country Club.

The May 24 tournament was held on the Outdoor Club links. Participants were Harold Seitz, Russ Fetrow, Clair Rusher, Bob Wolf, Charles Burd, Bill Enterline, Walter Rohrbaugh, W. H. Musser and James Lloyd.

Pictured elsewhere on this page are W. H. Musser, winner of the first prize, three golf balls, and Bill Enterline, whose colossal score of 160 merited him one cotton practice ball. Other winners were Charles Burd, who finished in second place, and Russ Fetrow, who was third. Draw prizes were given to Charles Burd, Russ Fetrow and Walter Rohrbaugh.

* * *

The May monthly activity for members and families was a bowling party at the Central Alleys. Scores tallied for the evening were as follows: Ladies—high triple, June Kehoe, 322; high single, Betty Foust, 128; second high single, Martha Bender, 111; third high single, Mary Andrews, 101; fourth high single, Dorothy Rohrbaugh, 99; fifth high single, Pauline Shanabrough, 97; low single, Mrs. E. W. Murphy, 39.



THE BOOBY PRIZE-WINNER, Bill Enterline, and the first prize-winner, Bill Musser, both agree that the most important thing about the golf tournament was the good time they had.

Men — high triple, Raymond Hess, 482; high single, John Andrews, 178; second high single, Charles Farscht, 160; third high single, Vernon Hoke, 154; fourth high single, Walter Sheffer, 150; fifth high single, Albert Gallatin, 143; low single, Robert Farscht, 56.

The first two winners among the ladies were presented with pins; the first two men received ties. Candy was the prize for the remainder of the women players in the high singles group; for the men it was handkerchiefs. The women's low single was given a coaster set. The men's low single received a bowling game.

* * *

Plans are now being formulated for a picnic for members and families in July.

* * *

A survey of the past bowling season shows that it was rather successful for the S.M.S. "Turbines" and "Valves," the two teams which were sponsored by the company.

The "Turbines," which were entered in the Industrial league, finished third in the first half and second in the last half. Among all the bowlers in the league, one of the "Turbines," George Bell, a former employee, tallied the highest individual average for the year, 187.81.

In high averages, Bob Flohr was twelfth with 173.45; Millard Deardorff, fourteenth with 173.04. Of the remainder of the team, Harvey Trone's average was 159.80, and Dick Wolf, Ed Beck and Dick Trimmer, who played in less than two-thirds of the scheduled games, had 165.13, 156.63 and 151.04, respectively.

George Bell was elected secretary of the Industrial league for the coming year.

The "Valves" hope for better luck next year, but consider themselves pretty lucky for beginners that they landed in seventh place in the Century league. Martin Weaver, captain of the team, tied for first place for high singles, and also was elected vice-president of the league for next year. In the team itself, Don Hartman scored the highest average.

* * *

On June 28 the horseshoe pitchers plan to wind up their games, and are postponing the tournament until the arrival of cooler weather. After this date the boxes will be open for any challenge games or practice. To insure having a box at the time you want it, arrange for a reservation with Harold Miller in the Store Room.

* * *

Our mushball team finished the first half of the city-wide league in fifth place, having won 7 and lost 4. During the second half, all Tuesday night games will be played on our team's home ground, the Dentsco Diamond, College Avenue and West Street. Come out and support the S.M.S. boys!

Tuesday, June 27
Crispus Attucks at Smith's

Thursday, June 29
Smith's at Green's

Monday, July 3
Y.M.C.A. at Smith's

Thursday, July 6
Smith's at Yankees

Tuesday, July 11
Martin-Parry at Smith's

Thursday, July 13
Smith's at S.O.P.

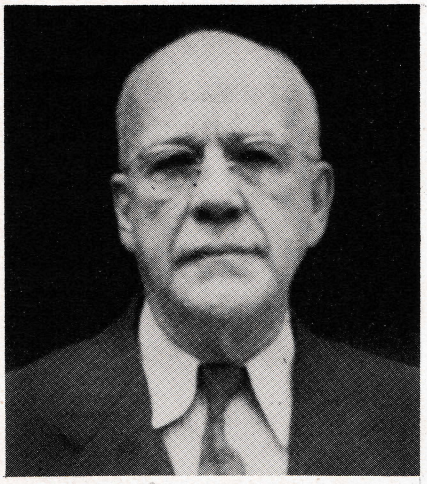
Tuesday, July 18
Walt's at Smith's

Thursday, July 20
Smith's at York-Hoover

Tuesday, July 24
Girard at Smith's

OLD-TIMERS

Man of the Month



A. G. SMITH

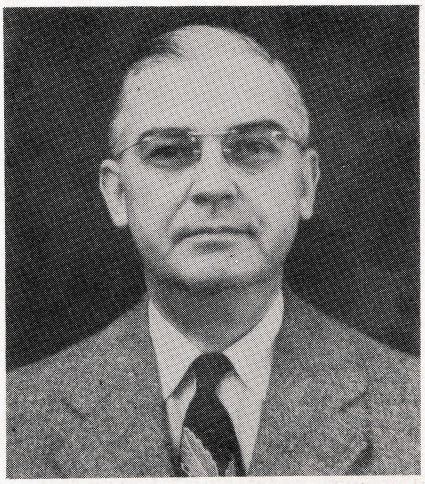
Since 1930 A. G. Smith has been in charge of the field erection work of this company. During the years preceding his appointment he gained invaluable experience in hydraulic and erection work. From 1898 until 1906 he supervised construction work in Mexico and South America for various firms: Canadian Finance Company, Pearson Construction Company, Pelton Company, Ridlon Electric Company, Sao Paulo Light & Power Company and Lombard Governor Company.

While engaged in this work he handled four of the first turbines the S. Morgan Smith Company ever sent to South America.

When he was employed by our company in 1907 he did erection work on the road until 1916. For the next 14 years his job concerned the design of governors and relief valves. He is the owner of three patents, all of which relate to governors and relief valve equipment.

Born in Vermont on August 5, 1876, he attended the Chelsea Academy for six years. In 1897 he was graduated from Brown University as a civil engineer.

He is a member of the Sons of Veterans and all Masonic bodies, the Engineering Society of York and the Shrine.

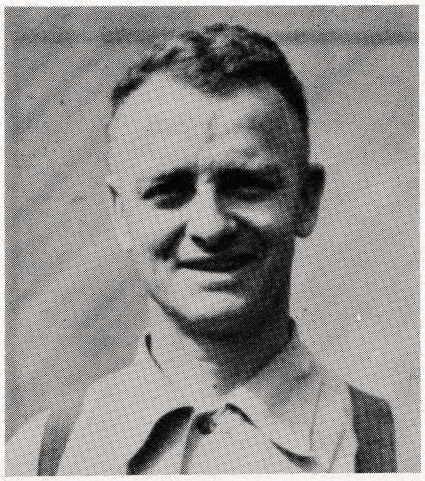


CHARLES SPENCE

Charlie was born in Wrightsville, Pa., on May 22, 1891, and came to York in 1896. He started working here in 1906, at which time the present Main Office was completed. One of his first jobs was helping to move the stock and records from the old office, which was located on the second floor at Manchester and Park Streets, to the new office. He was the first to operate the telephone exchange, and served as office boy.

Two years later he was transferred to the Blue Print Dept.; from there, to the Design Dept.; and then he spent about 14 years in the Estimating Dept. At the end of this time he returned to the Design Dept. where he now serves. His varied work ranges from repair sketches and checking to detail layouts, special preliminary drawings, drawing for catalog cuts, periodicals, lantern slides, patent drawings and model layouts for the testing lab.

Charlie was the past season's president of the shop and office bowling league. He is an active member of the Bethany Reformed Church, vice-president of the church school, sings bass on the choir, is secretary of the Young Men's Bible Class, and sends a monthly letter to nearly a hundred men and women in the armed services.



CHARLES BAER

Our "Man of the Month" this time was discovered to be a copy artist whose skill is unrealized by most of us. During the day Charlie wields brooms and brushes to maintain the spotless appearance of the Main Office; after working hours, his implements are drawing tools with which he creates excellent pictures, especially in water colors. He is a master in duplication work. Included in his collection are copies of the Dana Gibson drawings of the 1890's, some works of Nell Brinkley and other illustrious artists of that day.

Charlie was born in York on August 19, 1892. His first job was with the York Safe & Lock Company as a stock clerk from 1908 to 1914. For the next ten years he was a railroad employee, doing stock clerk work, repairing engines and handling other roundhouse jobs.

In 1924 he became a machinist's helper in this plant. Later Charlie was transferred to a temporary Main Office janitor's position. This job, instead of being temporary, turned out to be his work for the last twenty years. "Everyone who knows him likes him" can be truly said about Charlie, who during his years of service has proved his capability conclusively.

"It Reminded Me of Home, Thought I'd Write"

Italy, May 1.

Just received your latest copy of "Turbine Topics." As I was looking through the different things I noticed my Dad's picture. It reminded me of home, so I thought I had better write a few lines and thank you all for the things you have done. I receive my magazine and V notes regularly and sure do appreciate them. Last month I placed my check on a new game the Army organized. It consists of one pair of dice. From the way I figured after several hours of playing, the object is to get a seven on the first throw (if you are shooting the dice), but anyway when the bugle played a certain call I found out that was "Chow Call," so I gathered up my folding money and decided that this game has a future after the war. (So sorry, forgot to ask the name of the game.)

Putting all jokes aside, everything isn't just fun. Jerry comes over every few days and he doesn't come over for a friendly chat. In fact he has a very bad habit of coming over somewhere between 12 and 6 in the morning. Just when you are really enjoying your sleep. Boy, what a scramble that is. When you finally do get wide awake down in the air raid shelter, you generally find you have your helmet on wrong, you forgot your shirt, and if you take your hands out of your pockets your pants will drop down. I used to think they made a lot of noise in the plant, but I sure have changed my mind lately.

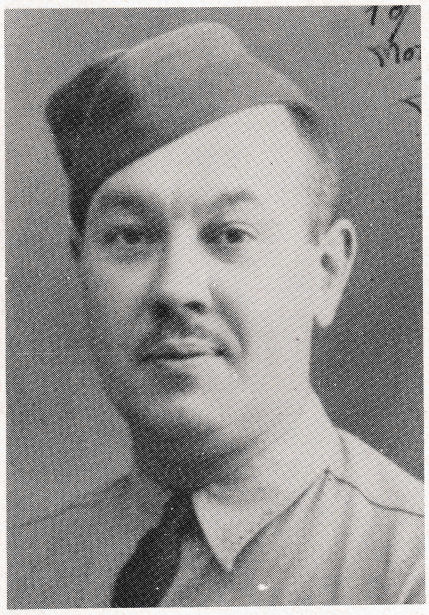
There is one more very important subject to discuss—women. They vary in age just like they do in the states, and of course they speak a different language, but that can be mastered in six months. You will find only those in the bigger cities are worth taking the fiftieth look at, but this subject I must cut short, as a married man never discusses his business in public (censored).

My job is to see that everybody gets enough to eat. In other words a Mess Sgt. This new place that I have just been transferred to is really what you would call an ideal place. I am at a rest camp where all the boys come for a 7-day rest. All they have to do is eat and sleep for seven days. But a lot of them really deserve it. Just today, there were ——— boys who stopped over for supper on their way back to the states for ——— day furlough. To get that all they had to do was go over enemy territory ——— times. I know that isn't any picnic.

I have seen a lot of different places over here—Africa, Sicily and Italy. But somehow after a few months they all look alike. There just isn't anything left in these places. When we arrived at a place where the Italians left, they would say the Italians took everything. When we got to a place where the Germans left, they would say the Germans took everything. So I guess when we finally get to Berlin they will say the Japs took everything. Of course, these places are all getting restocked, but we just can't wait. We would all rather keep going towards the finish line. I guess it is like the old saying, "He who takes what isn't hisen, when he gets ketched, he goes to prison." I sure hope that is true for just a few of them who have caused all this trouble.

Well, I guess I could keep on going for a week, but I have to save a little for the next letter. They say it will be a long war, so that will mean lots of letters. Just want to thank you all again for everything you have done for the boys at home and overseas. Wishing you all the best of luck and success.

As B-4,
BOB ADREON.



S/Sgt. Robert Adreon

Somewhere in India, April 2.

I am sorry I didn't write you sooner. I didn't do much writing until I got to my destination here in India.

I would like to let you know how we are doing here, and what kind of work I am doing, but the censor won't pass it. So all I can say is that all the boys here are doing their best.

We don't have much time for pleasure here. We have a movie now and then. One thing I like about this place, we don't pull any guard duty or K.P. We live in a bamboo hut with a straw roof called a basha. Today it rained hard, and the water came through the straw roof. I and several other guys put our pup tent over our bunk to keep it dry.

I received two five dollar V-notes, the December issue of "Turbine Topics" and a large package from S.M.S. Company and I want to thank each and every one of you for the swell things you are doing for us guys in the service. The package contained some things I needed very much and which are very hard to get over here. It was rather late reaching me, but everything was OK in it.

Well, I will close for this time thanking you again for the V notes and "Turbine Topics."

Yours truly,
CHARLES WILT.

March 12, England.

Just a few lines to let you know I have received the February issue of "Turbine Topics" and also my V note for the same month and really do want to thank everyone concerned for making it possible that all of us boys can receive both of them. I must say I enjoy looking at the Topics and also usually read about everything that is in it. It does make a person feel good to look and see pictures of men he knows that are working there. After looking at the pictures in the magazine I think your bond drive was a big success. It looks like everybody back on the home front is doing his part as well as the ones that are on the battle front.

It seems that most of the boys are slow in writing letters as I myself am, and I offer my deepest apology for not writing sooner. We were pretty busy for the past three months which includes the time we spent getting over here to England. This is very fine looking coun-

"Kept Quite Busy, That's the Way We Want It"

try. It seems as though they do not believe in letting any land lay idle because they farm it all. They are very far behind the U.S.A. in their methods and times. They have one habit which I do not care much for, and that is drinking their tea.

Well, I guess that is about all the news I have at this time and will close thanking everybody again for those V notes.

As ever,
S/SGT. H. E. LEIBENKNECHT.

March 31, Fort Belvoir, Va.

Thanks for the "Turbine Topics" and for the V notes I have been receiving since entering the armed forces. I find the magazine interesting to read, keeping me informed what is taking place back at S. Morgan Smith Co. Those V notes come in very handy, in addition to government pay.

I don't have much to say about myself, but at Fort Belvoir they call me an Engineer, quite different from the engineers at S.M.S. Co. It has been said that we work like dogs and eat like birds. That would make most people streamlined. My basic training is drawing to a close, then . . . ?

I would like to have an opportunity to eat in your new cafeteria, which I remember voting for. I sure appreciate my last visit to the office and plant back in February. Sorry I could not see more of my fellow employees, but time would not permit.

What is the progress for Army Ordnance?

Give my regards to all. If I don't write, I am too busy.

One of your employees,
LESTER KRALL.

South Pacific, April 25.

Have a few minutes after noon chow so I'll try to write a few lines. Isn't a darn thing I can write about in this letter; you know, censor trouble.

Convey my sincerest thanks for the V note to all the gang. It was from February 16. So you see it takes some time for it to catch up with me. Although we have nothing to spend it on here on the island, believe me it does come in quite handy at times.

Am okay so far. Lost quite a bit of weight since landing here. Kept quite busy but that's the way we want it. Maybe it won't be long until that certain day. Keep up the superb work and again I want to say thanks a million for the V note.

Sincerely,
AL WELTY.

London, England, April 7.

I am writing to thank you for your latest money order which I received a few days ago, and also the "Turbine Topics" which I have been receiving quite regularly. I sure do enjoy reading them and being able to know what is going on back at S. Morgan Smith Co.

The other day they pushed the clock ahead an hour and now we are on summer time as they call it over here. I understand that next month they advance it another hour. So I guess before very long we will not know whether it is night or day. The people say that in the summertime it is still light at 11:30 p.m. So that will give you a lot of time to play your favorite sport or go sightseeing over the city. Well, I will close, thanking you again for what you have done for me.

Sincerely,
JACK SHAFFER.

May 21.

It is plenty warm down here at Fort Bragg and the training tempo is being speeded up. It's a tough life, but a healthy one. I certainly would like to hear from the boys I worked with, and please give them all my regards.

Sincerely yours,
PVT. HARRY G. MOWERS.

England, April 3.

Hello and how are you all? Sure hope that you are working and playing hard. Keep happy, but get that production up, or rather, keep it up!

Thanks for the V notes. They are coming in mighty handy and are looked forward to zealously each month. The mail coming over here is about one month late as a rule and so whenever I receive one I always think, "Well, there's another one on its way."

Things are going along satisfactorily here. The food is good. Weather up until today was excellent. The beer tastes better with each glass (at first a taste was too much). Work keeps coming and going out faster and faster. We are servicing twice as many troops as our setup calls for, but we are equal to the occasion. I could go on and on but space and time prohibit, so I will summarize with—"It ain't what you take, it's the way you TAKE IT."

Sincerely,
BILL MUSSER.

On a recent 15-day furlough, Pvt. Roger McWilliams was photographed while talking to his old foreman, Fred Witmer of Dept. C, and Dale Stouch, Production Dept. head. Pvt. Mack has graduated from the Airplane Mechanics school, Keesler Field, Miss., and is now attending gunnery school in Harlingen, Texas. He was an apprentice machinist with this company for two years.

March 22, N. Camp Hood, Texas.

I sure got a train ride. I went to Fort Meade on Wednesday, March 15, and left on March 19 and landed down in Camp Hood on the 22nd day of March. Some riding. I sure got tired.

I saw a lot of things on the way down . . . oil wells working and coal mines and ranches, and plenty of Negroes and shacks. But Fort Worth is pretty nice in some parts.

Well, how is Jimmy getting along? I sure wish I were there working with him, because there isn't much bonus to make here. Ha, ha. Hello, Lester, how are you doing? Are you still making coffee for the fellows? I sure do miss that coffee at 9 o'clock.

"The Things You Send Us Realy Hit The Spot"

I hope you can make this writing out. Tell everybody to write. But I won't get time to write to everybody. You know that I don't get that much time.

Well, I will say hello to everybody and thanks again for that money you fellows gave me and other things.

Your friend,
PVT. GEORGE L. DIETZ.

A.P.O., San Francisco, April 9.

I just received my "Victory Note" for the past month, as well as the late edition of "Turbine Topics," and I wish to thank you and all taking part in making these both possible. I also am grateful for the past few months' share in the Victory Fund which I haven't had a chance to acknowledge. You can be sure that every bit of this money is used to excellent advantage and well appreciated, for over here your finances really take a beating. I can well see that travelers need plenty of "green" to do a good job of it. I have been much impressed by the activities back there and the changes that are taking place around the shop. It seems that it would be quite enjoyable to share in some of these favorable changes. Just more reason to finish this mess in a hurry.

So far I haven't seen any action, and even though I do like it here, I am in favor of anything that would have a bearing on the polishing of the war lords' tombstones, so that they could be laid away and the rest of us carry on with a peaceful life, the way it was intended to be lived.

Thanking you all again for your remembrance, I remain,

Sincerely yours,
JOHN BOLLINGER.

April 4, Arlington, Va.

Informing you of my new address and rating, and also would like to thank you for the Victory note plus the "Turbine Topics," which really hits the spot.

I am on temporary mess duty here until my position opens as a clerk typist in Washington. Living here is heaven compared to boot camp. I really like it a lot.

As always,
PFC. DOROTHY BERKHEIMER.

March 19, England.

Received my "Turbine Topics" and your letter. Many thanks. Was in town on a pass last night and had lots of fun, thanks to the invention of chewing gum and cigarettes. Yeah man! Ha, ha. I guess I can't stand these wild nights anymore, and this (bitters) beer ain't like that in the states. It has a flat taste and if you get one too many . . . What a head! No aspirins will help it and you can wear a hat three sizes too big for you. Ha, ha. Try it sometime. Lots of fun reaching out to put your hat on and drop it on the floor or almost that bad.

18-40

A man 18 to 40 has only two things to worry about. Either he is in the army or he isn't. If he is out he has no worries. If he is in he has only two worries. He either goes across or he doesn't. If he doesn't he ain't got no worries. If he does he has only two worries. He either gets hit or he doesn't. If he doesn't he ain't got any worries. If he does he has only two worries. He either dies or he doesn't. If he doesn't he ain't got any worries. If he does he has only two worries. He either goes to heaven or he doesn't. If he does he ain't got no worries. If he goes someplace else he meets his friends. So you see it's one thing after another.

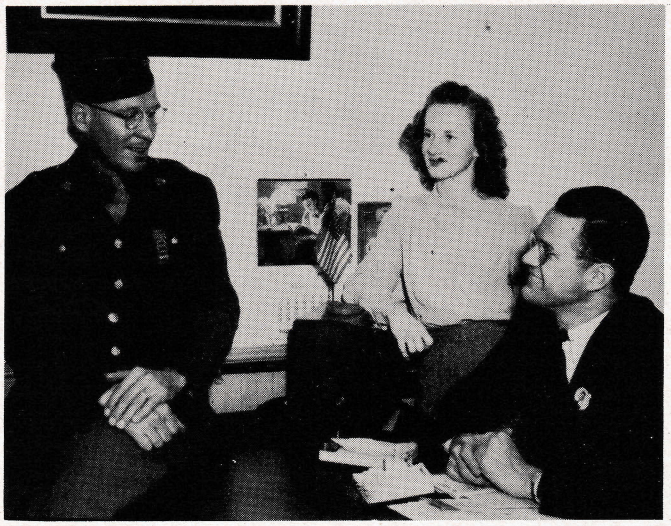
SHAKES BEER.

Well, I guess that's enough of this. Tell the gang I said hello, and good luck. I will write again later, so until then, cheerio.

As ever,
HOKEY.

England, April 16.

I received your most welcome letter and at the same time the "T.T." and the V-note. I want to thank all of you very much for what you are doing for us who are in the service.



PVT. BILL MYERS stopped for a chat in the Personnel Office during his furlough last month, his first since he entered the Army in December, 1943. Bill, who is in the infantry, just had completed his training at Fort McClellan, Ala., and is now stationed at Fort Meade, Md. Bill was a stockkeeper in the Stores and Receiving Dept. for 2½ years before he was inducted.

After ten weeks of Diesel engine school in Norfolk, DICK WOLF returned home for five days before reassignment. He is now a MoMM 3/c, a rating which was just established in recent months. Before leaving for the Navy Dick completed two years of his machinist's apprenticeship course.

"All the Boys Are as Proud as I Am of S. M. S."

I sure enjoy reading the "T.T." and boy, I think the cafeteria is a swell thing. I only hope they keep it till I get back. I also think all of you did a swell job with the bond drive. With that kind of backing we ought to be home a lot sooner. I haven't seen quite as much as Walt Bailey has, but I have seen some of what he has. I read his letter in "T.T." Boy, the shop must be getting right up there with all these new things they have gotten since I left. I see that Duke Spence has his mug in the magazine. He still looks as sharp as ever. I wouldn't know what I would do if he wouldn't send me his new jokes every time he gets them.

Things are about the same over here. As usual we are sweating out a certain day, and I hope it soon comes. If it doesn't, my sons will soon be big enough to be in the Army themselves. Well, thanks a million for the letter and give my regards to the gang. I know all of the fellows are as proud as I am of all of you.

Hoping this letter gets there in one piece, I will close.

As always,
BOB SPONSLER.

P.S. Here is a poem. One way to spend my time. Hope you like it.

THIS IS ENGLAND

Where the heavenly dew whips through the breezes
And you walk through the mud up to your kneezes
Where the sun doesn't shine and the rain blows free
And the fog is so thick you can hardly see
That's England
Where you live on Brussels sprouts and spam
And powdered eggs that aren't worth a damn
In town you can get fish and spuds
And down their taste with a mug of suds
That's England
You hold your nose and gulp it down
It hits your stomach and then you frown
It burns your tongue, your throat feels queer
It's rightly named "bitters," it sure ain't beer
That's England
Where the prices are high and ever so long
You and those damned Yankees are always wrong
You get watered scotch at four bobs a snort
And those limey babes don't stand you short
That's England
And those pitch black nights when you stay out late
It's so bloody dark you can't navigate
There's no transportation so you have to hike
And then you get smacked by a bloke on a bike
That's England
Where most of the girls are blond and bold
And they think that the Yanks are loaded with gold
And there's the Piccadilly commandos who strike at dusk
Those are the lassies that I don't trust
That's England
It's only an island, around it's the brink
Cut loose the balloons, let the damn thing sink
I ain't complaining, but I'll have you know
Life's tougher than hell in the E.T.O.

W E S T E R N U N I O N

TO THE MEN AND WOMEN OF S MORGAN SMITH CO-

A REPORT FROM THE COMMANDING OFFICER OF A US AIRCRAFT CARRIER IN THE SOUTH PACIFIC CITES THE OUTSTANDING PERFORMANCE OF A MORGAN SMITH H-11-1 CATAPULT. THE REPORT STATES THAT YOUR CATAPULT LAUNCHED 74 AIRCRAFT IN ONE DAY'S OPERATION, THEREBY CONTRIBUTING GREATLY TO THE ACCOMPLISHMENT OF THE MISSION. YOU ARE TO BE COMMENDED FOR PROVIDING EQUIPMENT OF SUCH PROVEN WORTH TO THE NAVY.

C H WOODWARD REAR ADMIRAL, USN CHIEF
OF THE INDUSTRIAL INCENTIVE DIVISION

* * *

June 14, 1944

Admiral C. H. Woodward
Chief, Industrial Incentive Division
Navy Department
2118 Massachusetts Avenue, N.W.
Washington 25, D.C.

Dear Sir:

Please accept, on behalf of the men and women of S. Morgan Smith Company, our sincere thanks for your telegram of 12 June, 1944, advising us of

"the outstanding performance of a Morgan Smith H-11-1 catapult."

It is a great satisfaction to all of us to know that equipment which we have built is properly fulfilling its purpose in aiding the Navy in defeating our enemies.

You can be sure that we will continue to devote our full effort to the production of the best possible war materiel in the shortest possible time until final victory is won.

Sincerely,

S. MORGAN SMITH COMPANY

BY B. E. Smith
B. E. SMITH
President

UP *and* DOWN *the* AISLE

Our last apprentice remaining in the shop, Don Hartman, left the company May 5 to await his induction into the Navy. Don had been a machinist apprentice since he joined the company on April 21, 1941. For the last few months prior to his leaving he operated a boring mill in Dept. A. He was one of the mainstays of Shop Office No. 1 bowling team, and a valuable player in many of the other sports around the shop.

* * *

Our sympathy was with Frank Rogers, Floor 1, on May 30, when he was notified that his son, S/Sgt. Frank Rogers, Jr., was killed in action somewhere in Italy on May 2. S/Sgt. Rogers was 21 years old and a graduate of the 1941 class of the William Penn Senior High School.

He was inducted into the service on February 4, 1943, and received his training in the infantry at Camp Croft, S. C., Fort Benning, Ga., and Camp Rucker, Ala. Since October of last year he had been overseas.

Before entering the service he had been employed by the Pritz Auto Body Repair Company. He was a member of the First Baptist Church and Sunday School.

* * *

On the occasion of his silver wedding anniversary, Charles Hershey, Dept. C, held a celebration at his home on June 4. He and his wife received countless gifts. Those attending from the shop were Mr. and Mrs. Ferd Witmer, Mr. and Mrs. Harry Keeney, Mr. and Mrs. Al Andrews, Mr. and Mrs. Robert Moody, Mr. and Mrs. Donald Andrews and family, Mr. and Mrs. Paul Flohr and family, Mr. and Mrs. R. S. Miller and family, and Mr. and Mrs. Paul Miller and family. The guests report that they were entertained royally, and join us in wishing Charlie and his wife many more happy anniversaries.

* * *

After being away from the shop for more than a year because of illness, Robert A. Koch, Sr., 280 West Cottage Place, died at the York Hospital at 5:30 a.m., May 27.

Bob began working in our foundry as a molder more than fifty years ago. About 1910 he became the assistant superintendent of the foundry. In later years he was sweeper on the erection floor and a watchman.

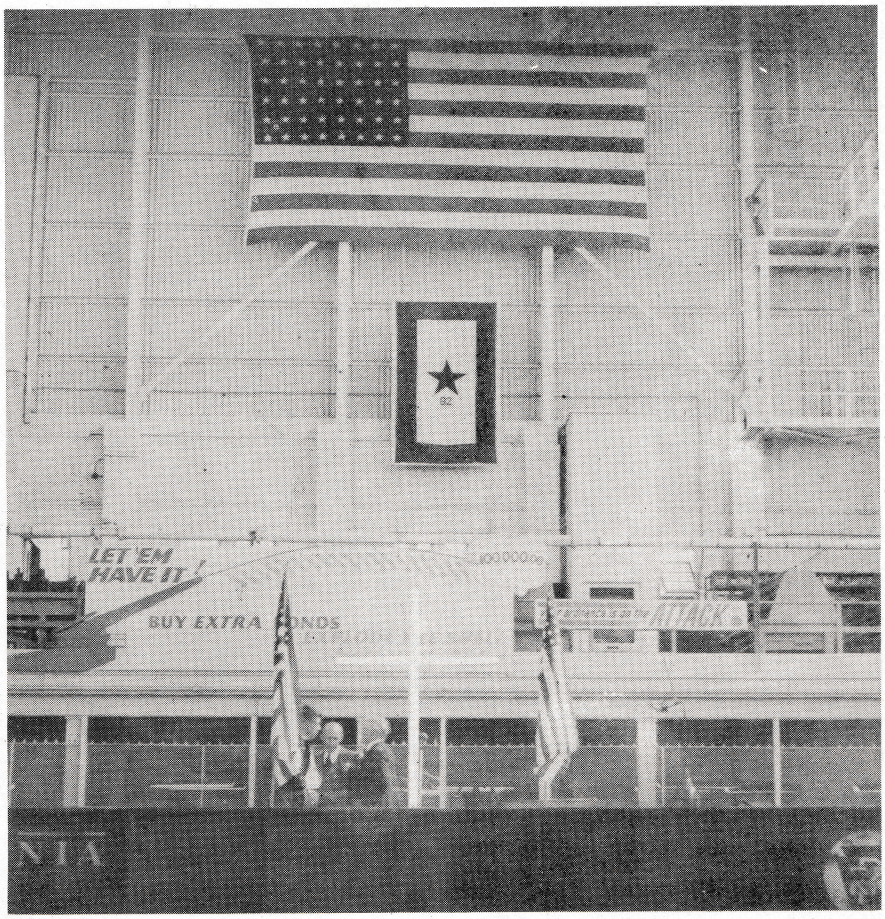
He is survived by his widow, Mrs. Anna Koch, and the following children: Charles, Cleveland, Ohio; Robert, Jr., Detroit; John, York; Pvt. Arthur Koch, U.S.A., stationed in the South Pacific; and Richard, at home; three sisters, Misses Ellen and Harriet Koch, York; Mrs. Charles E. Free, Yorkshire; a grandson, Robert Henry Koch; and a great-granddaughter.

Funeral services were held May 31. Interment was in Greenmount cemetery.

PICTURED ABOVE are the four S.M.S. employees who received apprenticeship certificates—" the highest approval of the state's confidence in your ability as journeymen "—from the Pennsylvania Apprenticeship Council on May 18.
B. E. SMITH, president, is awarding the certificates to Nevin Dietz and Kenneth Crumling, who have met boilermaker requirements after 8,000 hours of work, and Harry Raber and Rodney Bond, who have completed the same length of training and are qualified as machinists.

STANDARDS FOR THE AWARDS were formulated by the Joint Apprenticeship Committee composed of members from Local 1400, I.A.M., and management representatives, who appear in the picture above. Front row: four new journeymen with B. E. Smith; back row: Richard Ebersole, business agent for the International Association of Machinists; Curvin Trone, Fred Straley and Walter Sheffer, committee from machinists union; Raymond A. Dietz, Personnel Director; P. J. Rees, Plant Superintendent; and Robert F. Gross, field representative for the Apprenticeship Training Service of the War Manpower Commission.

LEWIS LIGHTNER, who is now in the service, is the one other company employee who holds such a certificate. Seventeen of our servicemen are apprentices whose training was interrupted by their entrance into the armed forces.



THE SETTING for our D-Day service. From 3 till 3:30 p.m. that day S.M.S. employees gathered in the new erection floor to attend a service held in remembrance of our fighting boys everywhere. The service was conducted by the Rev. William H. Feldman, who spoke to the group from the railroad car in the foreground. As we prayed for a speedy victory, our joy at the invasion news was overshadowed by the thought of the suffering and hardships that the invading troops might be enduring . . . for us.

LEFT: Dick Reynold's son, Eugene, looks like a typical patient fisherman as he and his dog wait for a "bite." But when they do catch 'em, they catch 'em, as the picture showing Dick on the right proves.

* * *

During the week of May 8 anyone entering the Traffic Dept. was greeted with an aroma of freshly cut lilacs. It is understood that Jim had difficulty giving his wife a satisfactory explanation for taking the flowers to work. However, he is usually able to think of something, and he said, "Oh, they're for Russel's secretary."

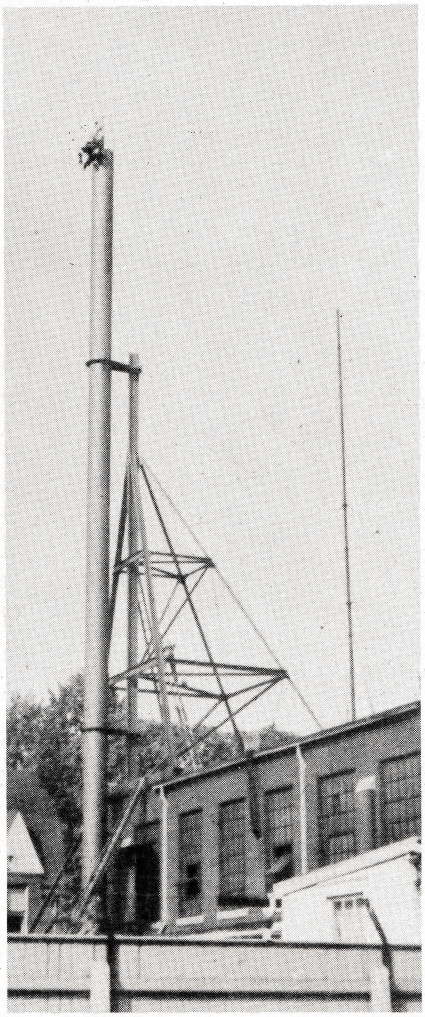
MOST OF US never noticed the existence of this water tank behind the Lab until last month when the antics of its painter held all passers-by spellbound. Here the painter was snapped as he began his downward journey. A few minutes *before* the photographer arrived he had exhibited his agility by standing upright on the top rim of the tank.

THIS HEAD TANK is a comparatively recent addition to the laboratory, having been built in December, 1926. It was required for the testing of a 6″ model rotovalve for the Metropolitan Water District of Southern California. The tank creates a steady pumping condition and now is used in the testing of all turbines in the cavitation stand.

During May there were two proud new fathers in the shop. Tony Hoffman became a grandfather for the eighth time when his son, Tony Hoffman, Jr., and his wife welcomed the arrival of a daughter, Joan, on May 15. The reason Ed Kinley was seen streaking out of the shop on May 19 was that his daughter was born that afternoon at 2:30. Prudence weighed 9 pounds, 6¾ ounces.

* * *

It's too bad that the Roving Cameraman couldn't have been on hand a few weeks ago when Roy Owens was plowing his potato patch with two wild horses. They sure threw Bud around but he won the tousle. We wonder which job he thinks is the harder, that or installing water wheels.



ALL FATHERS will envy Ensign N. D. Bonvino, B.A.R.R., for the excellent pictures which he took of his wife and new son in the hospital. One of the pictures is reproduced above. Vincent, the Bonvinos' first child, arrived on May 23, weighing eight pounds. Congratulations to the new parents.

V. A. Stinger, Blueprint Room, must have been mighty proud of his daughter, Audria, when she recently graduated from the York Junior College. Audria merited the $25 Rotary Club prize for the most outstanding member of the graduating class and the Lambda Sigma Chi prize of $5 for the outstanding sophomore girl. At the end of her first year Audria was awarded the College Club prize of $50 for being a "worthy freshman girl who plans to continue college." During her sophomore year she was editor of the Y.J.C. "Collegian," and co-editor of the class yearbook, "The Tower," besides being president of Lambda Sigma Chi and a member of numerous other clubs and committees. We wish her nothing but success in her plans for the future.

* * *

For the second time William Sterner was elected president of the chorus as the result of a revote on June 7. Billie and John Markel were tied for president at the original vote May 31. Other officers elected at that time were vice-president, Tom Farcht; secretary, Reda Bortner; treasurer, Gladys Sauerwald; director, Alfred Stumpf; business manager, Claude Breneman; and librarians, Phyllis Mundis and Joyce Meisenhelder.

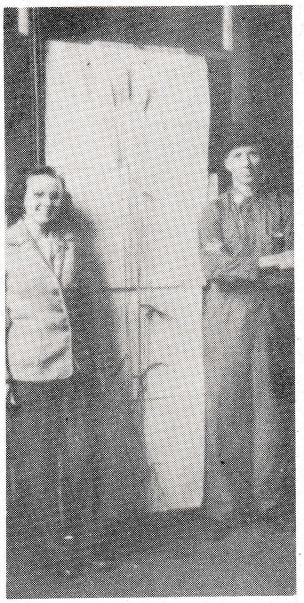
* * *

On May 6 Dorcas Ruth Miller and Joseph S. Lewis were married in the Saint Paul Lutheran Church of Spring Grove, at 7:30 p.m. The newlyweds spent a three-day honeymoon in New York City. They are for the present residing in Spring Grove. Joe is a layout man in Dept. B. Good luck, Joe, and many of them.

* * *

The largest individual contribution that the Victory Fund has ever received came last month from Willian Fissel of Dept. B, who donated his entire bonus check to our boys in the service. Nice going, Bill. Your money will help let some of our servicemen know that we will remember them whether they are in the states or in Alaska, Cuba, the jungles of the South Pacific, India, Africa, Middle East, Italy, somewhere on the Atlantic or Pacific, or in England or even France.

FOR THOSE who have someone in the service one of the next best things to seeing them is receiving remembrances from them such as Romaine Shaffer did. Her fiancé recently spent a 7-day leave in Australia, and a few weeks later Romaine received the kangaroo skin, kola bears, pocketbook, sheepskin rug, pennant and pin pictured with her above.
After this furlough, Don returned to his station in New Caledonia, until recently when his group was transferred to Australia.



IN THE CENTER PICTURE above are Mary Crone, clerk, and Luther Wilt, foreman, Weld Shop, with that 6'-10¼" specimen of rye which the boys doubted. We wonder if Willie grew this for the good of the soil, or what.

LEFT: Imagine the joy of Ed Shanabrough, Time Study, when he answered the phone one day and heard his only son, George, say, "I'm down at the station. Come down and get me." It had been five months since Ed had seen his son. Eddie enlisted in the Navy on January 6, 1942, and was sent home last month for a 30-day survival leave. He was on his twenty-fifth trip in the Atlantic theatre of war when his ship was struck with an aerial torpedo. In eight minutes the ship had sunk out of sight; one-fifth of its crew perished with it. After three and one-half hours in the Mediterranean Sea (at a spot where the water is nearly seven miles deep) Eddie was picked up and taken to a hospital in Algiers. Several days later he began his journey back to the states. Ed has always been proud of his son. Now we understand why.

John Strobeck, Air Commando, Wins Medal

From Major General George E. Stratemeyer, commanding general of the U. S. Army Air Forces in India and Burma, came the announcement that Sgt. John Strobeck, our John, has not only been working himself up in rank, but has been cited as a hero as well. John has been in the India area with Col. Philip Cochran's Air Commando Force for several months and on June 5 the following story was revealed from an air base in India:

"Flying in unarmed, heavily loaded single engine cargo type aircraft without benefit of navigational aids and without protective fighter cover, they participated in a night mission far behind enemy lines in Burma, where exposure to enemy fire was probable and expected. As a result of last minute enemy activity in the target area, the original flight plans were changed and a new flight plan undertaken with full knowledge of enemy opposition. Disregarding the hazards and dangers involved, they performed this mission with a display of a devotion to duty and a degree of efficiency above and beyond that normally expected, thereby reflecting great credit upon themselves and upon the Army Air Forces of the United States."

For his part in the operation John was awarded the air medal. Unassuming as ever, he scarcely hinted of his activities in his last two letters:

1st Air Commando Force, India.

Old S.M.S. really has been my benefactor these past few days. A belated Christmas package several days ago, with a daub of everything in it, and the monthly chit together with that very warm congratulatory note about my promotion. . . . That note meant a great deal to me. It sort of increases one's R.P.M. to know the folks "back there" take time out to notice little things like that.

Thanks very much to all of you.

Life has been rather interesting for me recently. You may have read of our (Col. Cochran's Air Commando Gp.) operations in Burma the past two months. The entire business was new in design, equipment and men. It was quite a surprise to many people, especially the Japs, that anything like it was even possible, and above all, entirely successful. It all proves how valuable the faculty of imagination really is.

But of one thing I am most positive. It isn't only in my imagination that I would rather be in good old York again.

Sincerely,

JOHN STROBECK.

* * *

LOST AND FOUND

Waiting in the Personnel Office to be claimed by its owner is a small brown leather change purse which was lost in the Navy Dept. three months ago.

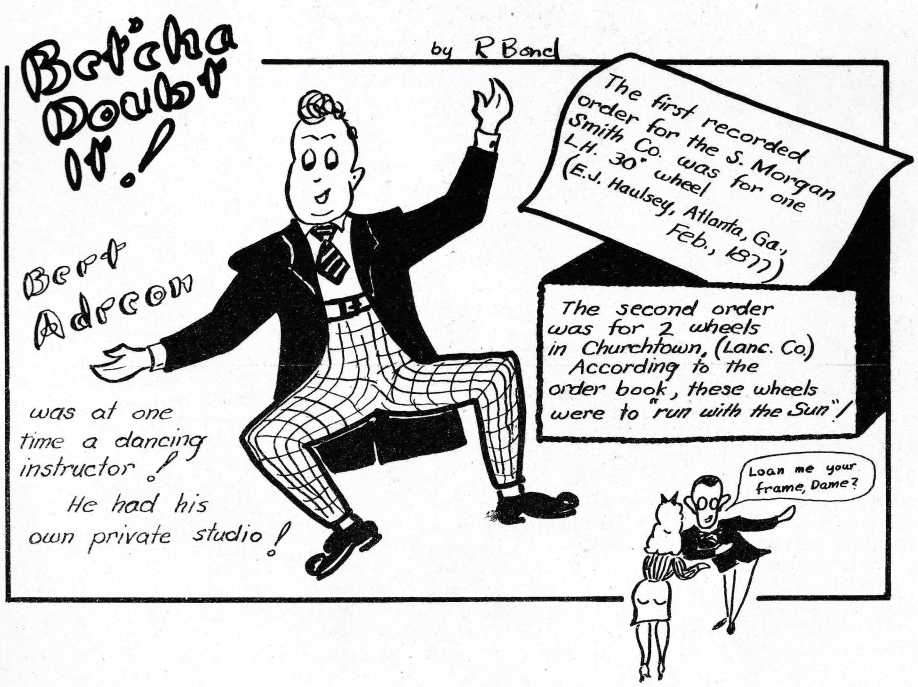
* * *

WELCOME! NEW EMPLOYEES

Samuel F. Neville, Sales Dept.; Sylvia Ellis, Clerk; Frederick Boogher, Electrician; Charles Russel, Plate Shop; Charlotte Hueter, Cost Dept.; Betty Smith, Plate Shop Clerk; Romaine McDowell, Mail Clerk; Richard Miley, Weld Shop; Charles Godshall, Weld Shop; Philip Ness, Dept. B; William Forry, Weld Shop; Beverley Helwig, Weld Shop; Henry Eisler, Watchman.

* * *

We wish a speedy recovery to Grant H. Voaden of the Engineering Dept. whose recent absence is due to an illness resulting in a serious operation. Grant is the Roving Cameraman and one of the editors of "Turbine Topics."



S. Morgan Smith Co.
York, Pa.
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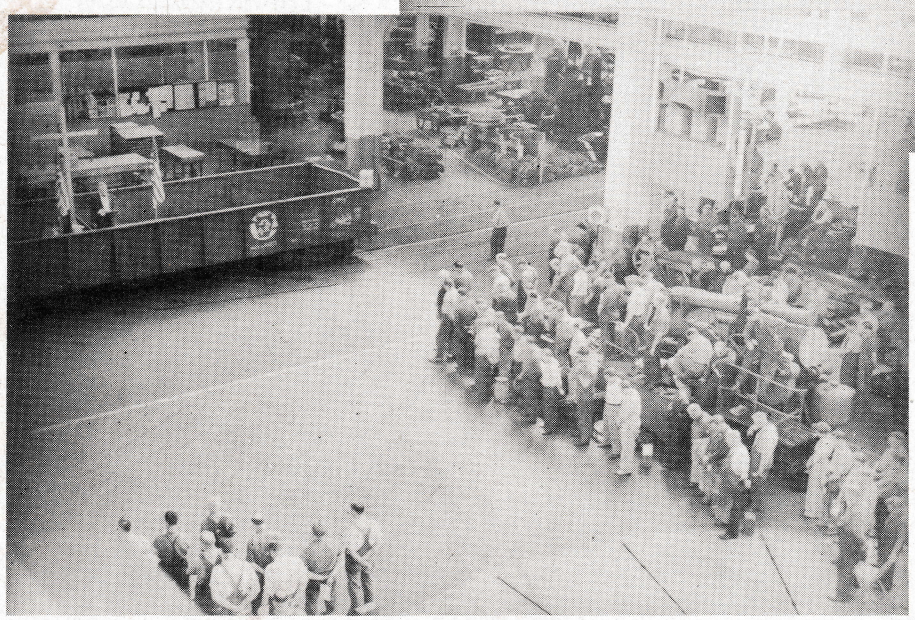
Editors—Raymond. A. Dietz, Elmer E. Aughenbaugh, E. Everett Pierce, Jr., Grant H. Voaden.

Reporters — Paul M. Smith, George G. Phillips, Lynn Sterner, John Godfrey, Philip Wecker, Robert Wolf, George Myers, Joe Warner, James Decker, Walter Allison, Gene Shindel, William Kling, Theodore Hake, Charlotte Kephart, Robert Rudacille, Walter Rohrbaugh, Arline Fitzkee, Arthur Smith.

We Said a Prayer

For the
Boys
Over
There



On
D-Day

Now We're Backing Them With BONDS